

FEBRUARY 2, 1916.

EACH NUMBER COMPLETE IN ITSELF.

1385
PART 18

THE ILLUSTRATED WAR NEWS



IN CHAMPAGNE: A FRENCH BAND HEADING A REGIMENT.

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DATED FEBRUARY 5.

THE NUMBER WILL BE SIXPENCE AS USUAL.

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The Illustrated War News.



UNDER COVER OF DUSK: A BRITISH SUPPLY MULE-TEAM EN ROUTE FOR OUTLYING POSITIONS.

Official Photograph supplied by C.N. Crown Copyright Reserved.

PRISONERS.

ar Basra, of officers
A Turkish gun-boat
their way to India to

THE GREAT WAR.

NEWS of major quality, scarce enough during the past few weeks of winter conditions, has this week fined down almost to tenuity. On the greater fronts, where seasonable sub-soil has clogged and muffled large movement, there is again little to report, though the enemy has certainly shown some activity in Artois. Salonika is yet impassive; and even in that big theatre which gave us our best news last week—that is, the Asiatic theatre, with its several fluid spheres—all is quiet again while the attacking Allies re-organise after their successes and prepare for fresh attempts. Even the political aspect of war is quieter, for, with the Compulsion Bill passed, the public has found little incentive to excitement in a theme so intricate as that concerning the success or the failure of our blockade measures.

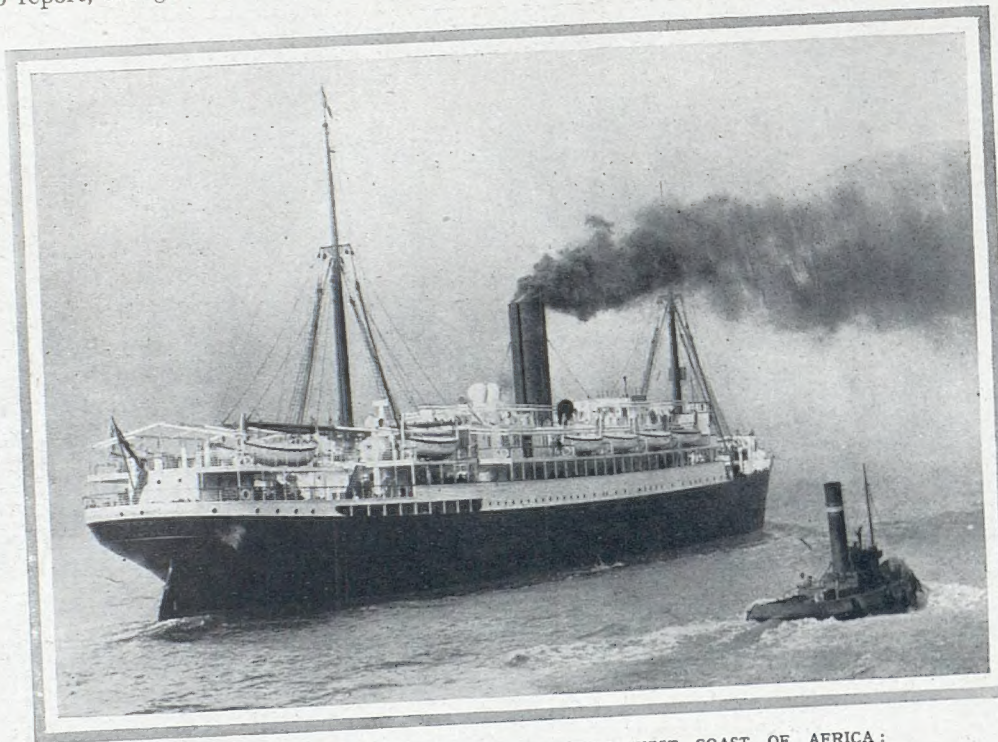
The news from both the Caucasus and Mesopotamia was, perhaps, bound to dwindle after the excellence of the successes reported last week. In the case of our own affair on the Tigris the weather has entered into the matter too, and has conspired to make more difficult the organisation of our advance after our victorious fighting. In the Caucasus the vigour and depth of the Russian thrust, as well as the fact that it had brought them against the works of a well-fortified place, was bound to bring about a pause for conservation and concentration. Their advance has carried

the troops roughly seventy miles from their railhead along the valley of the Aras, and through country unamenable to transport. The swiftness of the advance makes it imperative that all their gains and their communications should be consolidated. Under these conditions it is better that there should be a wait, for, though it certainly gives the enemy opportunity for reinforcing, it will assure the Russian position for the future. Attacking on his wide front, the Grand Duke Nicholas was able to find his greatest impulse against the Turkish centre, and, pressing here, drove his forces to within shelling distance of Erzurum. At the present moment this gunnery work cannot be of much moment, since it is highly unlikely that the heavy siege artillery is up in line; and though we do not know how far German scientific effort has made its impression on fortifications incomplete in the beginning of the war, it may be taken as proved that heavy ordnance will be required to move the Turks from a place which is their chief base and depôt in this zone.

Meanwhile, the Russian force is making good the wing positions of the line. On the Sharian strong detachments of Kurds have been met and broken, and more to the south, at Melazgert on the Euphrates (above Lake Van), Kurdish forces with infantry supports have been defeated. Melazgert is quite ninety miles south-east of Erzurum, and

since Lake Tortum, from which the Russian right advanced, is about fifty miles north-east, something of the extent of the Russian line of battle can

[Continued overleaf.]



BELIEVED TO HAVE SUNK OFF THE NORTH-WEST COAST OF AFRICA:
THE ELDER-DEMPSTER LINER "APPAM."

News was received on January 28 that an empty life-boat belonging to the overdue liner "Appam" had been sighted on the 16th some 39 miles north of Teneriffe, and it was feared that she must have been lost. She left Sierra Leone with 168 passengers (including the retiring Governor, Sir Edward Merewether) and a crew of about 133 on board. Nothing had been heard of her since she left Daka on the 11th, although she was fitted with wireless. The "Appam," a ship of 7800 tons, was built by Harland and Wolff in 1913.—[Photo. by Central Press.]

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THE KING OF MONTENEGRO IN FRANCE: HIS MAJESTY ARRIVING AT THE LYONS STATION.

King Nicholas of Montenegro has joined his Queen at Lyons, where he arrived on January 24, in a Royal train put at his service by the King of Italy. His Majesty, who was accompanied by Prince and Princess Danilo and Prince Peter, was met by the Prefect of the Rhone Department, representing the French Government; the Mayor of Lyons; the Italian Consul-General; the Montenegrin Chargé d'Affaires

and other officials. He was in national costume, and drove to the Grand Hotel, where the Queen and the Princesses were already staying. In the evening, King Nicholas received M. Denys Cochin, Minister of State. In our photograph General d'Amade is shown on his Majesty's left hand, and the Prefect of the Rhone Department, M. Rault, on his right.—[Photo. by Photopress.]

be gauged. It has not the continuity of front of the European lines, for the mountainous country breaks it and forces it into the grooves of the valley passes, yet even this fact gives danger and renders progress more difficult, though at the same time its progress and present position are excellent evidence of the care with which the offensive was planned.

Mesopotamian facts contain a disappointment and a reassurance. The

disappointment is the knowledge that the relieving force has not, after all, approached to within seven miles of Kut, but is still some twenty-three miles away. The error arose from War Office misapprehension of place names. The force, though faced by the enemy, is in good order, and is probably being stiffened by new drafts, so that when the weather conditions are better it will make good its further advance. The enemy state that General Aylmer's troops have suffered heavy casualties, but the enemy happen to be Turks, and it is not always easy for the Occidental mind to realise the truth of Oriental communiqués. The good news from

this sphere is contained in General Townshend's report that he has sufficient supplies and that his men have not been called upon to meet further heavy attacks. His position appears to have been subjected to some artillery play, but this has yet to assume grave significance; further, he states that the Turks have evacuated their trenches on the land side of the position (Kut is situated in a hairpin curve of the Tigris), and have fallen back to a distance of a mile from our works. This is probably on account of the weather, which is causing the river to flood in parts, and is checking movement on both sides. From Persia we have Turkish statements that their forces, which had already arrived at Kermanshah, have engaged and driven the Russians from Kangavar some sixty miles deeper in the country.

They also mention other victories gained and towns captured. So far, the Russians have to give us facts of this movement; if it is true, the Turks have already gained a good entry into Persia. Not, perhaps, quite in the same great zone of hostilities, but akin to it, has been the fighting undertaken against the Senussi in Western Egypt. These tribesmen have been giving trouble, and have twice before been met and defeated, the dates being Dec. 13 last and on Christmas Day. On Jan. 23 General Wallace, who had marched from the railhead at Mersa Matru, encountered near Bir Skola a force of some 4500 strong, armed with three guns and several machine-guns. In the attack undertaken by his British, Dominion, and Indian troops complete success was attained. The Senussi, though well

[Continued overleaf.]



MEDICINE BOTTLES TO RAISE FUNDS FOR MOTOR-AMBULANCES :
AN ISLINGTON BOY SCOUT LIKE GULLIVER IN LILLIPUT.

Much of the glass-bottle manufacture was done in Belgium, and now there is a shortage, so that old medicine-bottles are valuable. Islington is collecting them to sell for raising funds to provide one or more motor-ambulances for the front.—[Photo. by Illustrations Bureau.]



AWARDED THE MILITARY CROSS : CAPTAIN ARTHUR
EDWIN COOK, R.F.A.
Captain A. E. Cook is the eldest son of Mr. and Mrs. Arthur
Cook, of Mossley Hill, Liverpool.



IN GARRISON, ON THE SIDE OF THE ALLIES, AT DURAZZO, ON THE ADRIATIC: SOLDIERS OF ESSAD PASHA'S ALBANIAN ARMY.

Essad Pasha came into prominence during the Balkan War of three years ago, when he was the Turkish Governor of Albania. He has since maintained an independent position in Albania, with strong pro-Italian leanings, and defied the authority of the German Prince Wilhelm of Wied, appointed the Mpret, or Ruler, of Albania by the Great Powers in 1913, at the Kaiser's instance. On the Austrian attack on

Montenegro developing, Essad Pasha boldly declared his intention of throwing in his lot with the Entente Powers, at the head of his little army of 20,000 men. A detachment of Albanian soldiers, who wear a uniform modelled on that formerly worn by the Turks, is seen parading for an inspection at Durazzo, Essad Pasha's headquarters. Austrian operations against Durazzo are developing.—[Photo. by Photopress.]

CAPTAIN ARTHUR

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handled, were driven off in flight after losing heavily, and their camp and stores were burnt. The British casualties were slight in comparison.

The Eastern theatre has given little of interest this week. Both sides are fighting for the positions gained by the Russians in the Bukovina, and some artillery action is reported from the front. In the Balkans the Austrians are endeavouring to make the surrender of Montenegro real by continuity of assertion, though they have been able to produce nothing substantial enough to dispose of King Nicholas's denial of surrender. More to the point, however, they have pushed their armies forward until the little kingdom has been over-run, Scutari entered, the port of San Giovanni di Medua taken, and the invasion of Albania pressed downward along the sea. Their march in Albania, indeed, has the look of being thorough, since enemy columns are pressing towards Durazzo from the east as well as from the north, and Bulgarian armies, moving in co-operation, are striking at Essad Pasha's Albanian force holding at Elbasan, as well as the Italian position at Valona. We do not know how tightly the Italians have set their grip on the Adriatic coastal town, but it is long since their first landing, and they have probably built a good defensive system. Their very anxiety about this coast should assure that, and we have reason to feel that the Bulgars, and the Austrians as well, will blunt their heads against a line which will at least be repayment—with interest, it is hoped—in kind for the travails of the Italians before the Austrian lines on the Isonzo. From Salonika nothing fresh. It has yet to be attacked even in Attic rumour, though the Allies there are improving the occasion and are putting in some particularly good aerial work against the enemy positions.

There has certainly been a resurgence of activity on the Western front, and though the results at the present moment make confused and contradictory

reading from the various reports, there is no doubt that the enemy has been making efforts in strength. The Germans began to show movement early in the week, when, after a particularly heavy bombardment of the Yser line in the Nieuport district, some attempt was made to launch an attack. Under the rapid and deadly fire of the defenders this came to naught, and the movement, which may have been a feint to attract the Allied reserve, died. At the same time there were indications that some attempt was to be made to test the defence on the Artois front. On a line from Neuville down to the Somme—that is, a position on and below the zone of the last big French gain—there was increasing activity. Mines were exploded on the 24th, and on that day and the 25th the enemy endeavoured, but not fruitfully, to push forward and make use of the craters. On the 25th more mines were exploded, and, after bombardment, an attack was made over a front of 1600 yards on the angle made by the Arras-Lens and Neuville-Thelus roads. The main thrust was driven back, and from the two points in the shattered trenches where a footing had been gained the enemy was turned out almost immediately. On the following day the Germans, apparently referring to the advance which had already been frustrated on the day before, claimed that on both sides of the road from Vimy to Neuville they had stormed from 500 to 600 yards of Allied position, making captures of men and machine-guns. They also declared their continuous success against counter-assault. The Paris communiqué, possibly a little ahead of discreet Berlin, was already occupied with fresh Germanic attempts to gain the ground from which they had been driven after their advance, and mentioned that the advance posts and craters were being occupied one by one. Friday's reports found Berlin reticent, and the French speaking of four big German rushes beaten in this area, together with a fresh mine-crater captured, a capture

[Continued overleaf.]



HOW THE FRENCH SOLDIER POSTS HIS LETTERS
A FIELD POST-BOX OF BASKET-WORK UNDER
A COVER OF TARRED CARD.

French Army Official Photograph, supplied by
Newspaper Illustrations.

which the Germans admitted. The Sunday reports were of a jubilant Berlinesque tone. To the north-west of La Folie Farm (north-east of Neuville) enemy troops had stormed trenches on a front of 1700 metres. In the western sector of St. Laurent, near Arras, a suspension bridge



WHERE THE AUSTRIANS ARE ADVANCING FROM MONTENEGRO INTO ALBANIA: THE DISTRICT ROUND SCUTARI (RECENTLY CAPTURED) AND SAN GIOVANNI DI MEDUA, WHERE KING NICHOLAS EMBARKED FOR ITALY.

had also been captured by storm; and, better still, to the south of the Somme the village of Frise had been taken, as well as 3500 metres of trench to the south of it, 1270 prisoners, 13 machine-guns, and some bomb-throwers. The French reports lack the concern which Berlin must have expected. The attack on the Somme is the only detail of the effort dealt with at length. The rush is admitted, but, as far as our Ally is concerned, the whole business failed save that portion launched against the tiny village of Frise. Here the Germans, we may understand, gained some footing; but the effort was gauged, the attack wiped out, and counter-moves won back some of the captured works.

In conjunction with this energy, the enemy seemed to have planned at least a minor offensive against the British front. Heavy shelling, mainly against our hold at and about Loos, went on during the week, and

on Thursday an infantry assault was made at the salient north-east of Loos, the attack failing before our fire. On Friday the Germans were able to force their way into some of our saps near Carnoy, but only to hold them until the following morning, when they were thrust out. The bombardment continued all the time with some vigour, especially about Loos, but the British guns were able to keep the enemy down by their excellent work on the opposing parapets. During the week there has been a great deal of aerial work done both in the West and in the Balkans. On Sunday and Monday last enemy planes appeared over Kent, doing small damage, killing one man and wounding a few women and children. Of the Allied air work, carried out with its usual scope, the attack made by a French dirigible on Freiburg on the night of the 27-28th is, perhaps, the most noteworthy. Its assault took the shape of eighteen 155 mm. and twenty 90 mm. bombs dropped on the station and the military establishments. This was followed by a Zeppelin raid over Paris on Saturday night, with grave loss of life

LONDON: JAN. 31, 1916.

W. DOUGLAS NEWTON.



TOYS MADE BY WOUNDED SOLDIERS: WOODEN PARROTS.

The making of toys by wounded soldiers serves the double purpose of providing them with a means of livelihood and of replacing the German article. The Barry Labour Depôt at Walham Green invite all disabled soldiers to try their hands at making toys such as the wooden parrots here shown, which were all made by wounded men.—[Photo. by Newspaper Illustrations.]

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[Illustrations.]



THE THAMES SAILING-BARGES DOING THEIR "BIT": CARRYING HIGH-EXPLOSIVES TO THE MEDWAY.

There is no kind of British vessel, steam or sailing or rowing, that is not doing its "bit" as an auxiliary to the Navy in one way or another. Ocean liners serve as transports and hospital-ships; holiday passenger paddle-steamers, palatial Cowes steam and sailing yachts, motor craft and steam-launches are on patrol service; trawlers are mine-sweeping. The beach boats even at seaside resorts

have lost their fancy names and are all numbered for official purposes. The work-a-day sailing-barge in its turn is doing something, as our illustration shows. We see Thames sailing-barges carrying on their regular war-work of conveying high-explosives, their occupation being indicated by the red swallow-tailed "D" flag shown attached to one of the vangs.—[Drawn by Charles Pears.]



SEAPLANE RESCUE: FLOATING HALF-SUNK ALONGSIDE THE "MOTHER" SHIP.

The seaplane differs from the aeroplane essentially in being fitted with floats for "taking off" on water and coming down on the surface, instead of with wheels as the aeroplane is always fitted. The British seaplanes of the Royal Naval Air Service have on a number of occasions—whenever they were employed—done notable work in the war, although in the circumstances their opportunities have been limited. Off the



SALVAGE WORK IN FULL SWING: THE WORKING-PARTY STRIPPING GEAR.

Belgian coast they have rendered notable service in "spotting" for the monitors and other war-vessels engaged in the bombardments of Zeebrugge and other German fortified coast places. They also have on several occasions carried out coast raids on their own account, dropping bombs on the railway stations at Ostend and Blankenberge, on enemy submarines in harbour at Ostend and Zeebrugge, or undergoing refit

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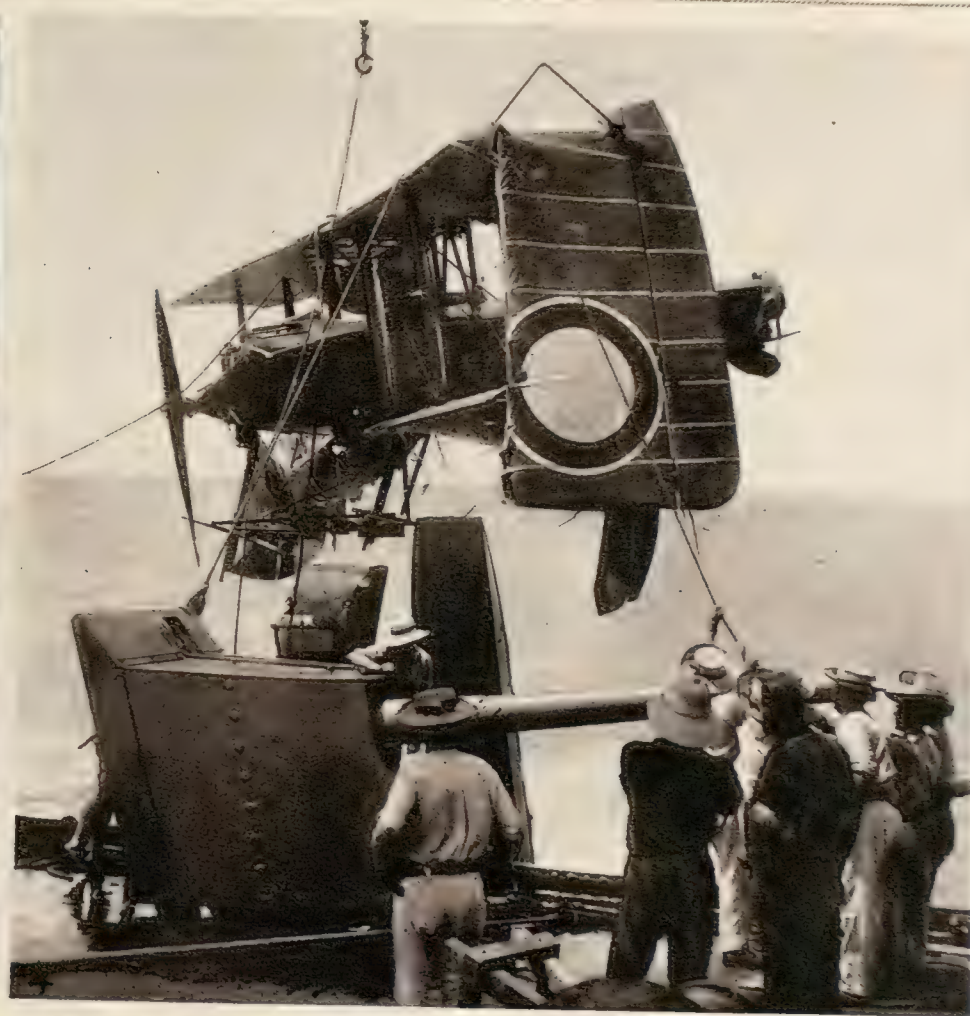
PARTY STRIPPING GEAR.

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A STRIPPED PLANE LIFTED FROM THE WATER: HOISTING THE FRAME ABOARD.

or repair. Two seaplane-raids have been made on the German submarine-building establishment at Hoboken, near Antwerp. The venturesome raid on Cuxhaven on Christmas Day, 1914, was carried out by a seaplane squadron, and seaplanes have done much very useful service at the Dardanelles, where they had for their "mother-ship" the now celebrated "Ark Royal." Elsewhere the most notable exploit of our seaplanes



SAFELY SWUNG CLEAR: LOWERING ON TO THE "MOTHER" SHIP'S DECK.

was certainly the "spotting" work by two, by means of which the monitors "Severn" and "Mersey" were enabled to fire over an intervening belt of tropical forest and destroy the German cruiser "Königsberg" up the Rufiji River in East Africa. These photographs taken then have just reached England. The first two show the rescue of one 'plane; the second two, the salving of the other.



ARRESTED CONSULS AT SALONIKA: THE BULGARIAN (LEFT) AND AUSTRIAN CONSULS, WITH THE GOVERNESS OF THE GERMAN CONSUL'S CHILDREN.

The arrest of the Consuls at Salonika was ordered by General Sarrail directly after the enemy's "flagrant act of war" on December 30, when three aeroplanes dropped bombs. Writing from Salonika on that date, Mr. Ward Price said: "In consequence of this morning's air-raid by the enemy the swift, sudden, and certain plans prepared in advance for such a contingency were immediately put into operation. The German, Austrian, Bulgarian, and Turkish Consuls and Vice-Consuls were arrested and taken, with their families and the personnel of the Consulates, under escort to the quay. There boats were in waiting to take them on board a battle-ship." It was stated that the Secretary-General of the Bulgarian Foreign Office, M. Abramoff, who was in the Consulate, was also arrested.—[Photo, by A.C.]



REPORTED SINCE RELEASED: THE AUSTRIAN AND TURKISH CONSULS AT SALONIKA, BEHIND THE GERMAN CONSUL'S CHILDREN, AFTER ARREST.

This photograph was taken on board a French ship to which the enemy Consuls, with their families and suite, were conveyed after their arrest on December 30. The German Consul, the French description of the photograph states, is seen at the top on the right. His two young daughters are in the foreground immediately in front of the Austrian Consul (left) and the Turkish Consul (wearing a fez). It was

reported from New York on January 21 that the Consuls were to be released, through the good offices of the United States. When the Austrian Consulate was searched after the arrests, it was found to be quite an arsenal of rifles, revolvers, ammunition, and Turkish uniforms, flags, and armlets, for use, no doubt, in case of a successful attack on the Allies at Salonika.—[Photo. by A.C.]

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by A.C.]



THE DEFENCES OF THE ALLIED POSITION AT SALONIKA: A SMALL BRITISH ENCAMPMENT WITHIN THE FORTIFIED LINES.

What number of Allied troops there are concentrated at Salonika, and how the force is constituted, is a military secret known only to the War Council of the Allies and jealously guarded. Also it is an equally closely kept secret where they are—how the Salonika troops are disposed for the defence of the line of fortified works which it is understood have been constructed to bar the approach of the enemy

to Salonika. The Allied lines are stated to be extensive and very formidable in character. If ever the enemy attack, they will have good cause to discover this! The above illustration shows a small British encampment situated within the general position in a well-hidden place in a valley.—[British Official Photograph supplied by C.N.]



COMRADES-IN-ARMS IN THE FULLEST SENSE: BRITISH AND FRENCH MILITARY ENGINEERS REPAIRING A SALONIKA BRIDGE.

One of the most interesting and never-to-be-forgotten characteristics of the war has been the extraordinary and universal spirit of comradeship and fraternisation that has come into being everywhere between the soldiers of Great Britain and France of all ranks from Commanders-in-Chief down to privates. Wherever, in fact, the troops of the two nations have been thrown together, alike at base camps or on

the battlefield, the most perfect accord and *camaraderie* have existed, to which innumerable witnesses in letters from the front testify. Mixed columns of French and British troops have been pursuing the Germans in West Africa. In the above photograph we see men of a mixed detachment of French and British army engineers at work near Salonika, repairing a bridge.—[British Official Photograph supplied by C.N.]



MILITANT CHILDHOOD IN A NEUTRAL COUNTRY: A TWO-YEAR-OLD SWISS "OFFICER" BESIDE AN ANCIENT CANNON AT ZURICH.

The war has made its influence felt in the nursery, as well as among older boys, not only in the belligerent countries, but also, as our photograph indicates, in those which are neutral. Toy soldiers, toy cannons, and Lilliputian uniforms are greatly in demand among the young folk who hear their elders talk of nothing but war. That instinct for smashing things and delight in seeing people bowled

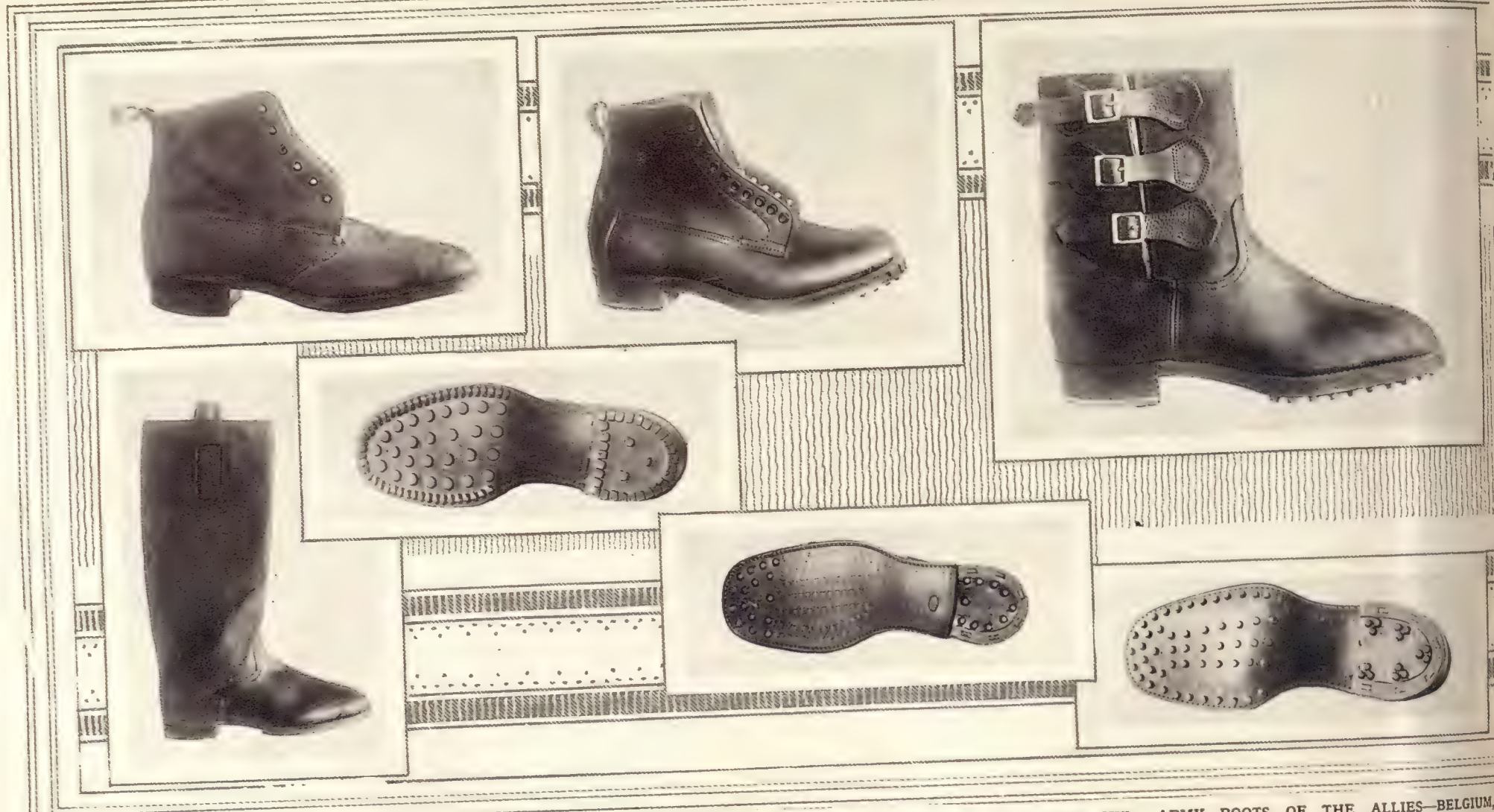
over which is natural in healthy boyhood finds its greatest satisfaction in war games. Best of all, a boy likes to strut in uniform and flourish a sword or aim a rifle. The above photograph was taken in the courtyard of the Swiss National Museum at Zurich, where there are several ancient pieces of ordnance. That shown is a 32-cwt. cannon, named "Mercurius," made by Hans Fuseli. —[Photo. by Brocherel.]



THE DESTITUTE POLISH FUGITIVES IN RUSSIA: MEMBERS OF THE GREAT BRITAIN-TO-POLAND FUND IN AID OF THEM—AND SOME OF THE REFUGEES.

Poland is imploring British help for her refugee people driven by the German invasion to shelter in Russia. What compassionate Russians can do is done for the destitute fugitives, but aid is urgently needed. Once well-off Poles crowd the streets to-day awaiting food from the soup-kitchens. Thousands are existing amidst the Russian winter in railway-trucks. Mr. Eveleigh Nash, Hon. Treasurer of the

Great Britain-to-Poland Fund, asks for donations to be sent him at the Berkeley Hotel, Piccadilly, W. In the above illustration, published by courtesy of Mr. C. O. Boulla, are members of the British Committee of the Fund, with Sir George Buchanan, the British Ambassador at Petrograd, and Lady Buchanan, and Princess Bariatsky, as well as a number of the Polish refugees.



THE MOST IMPORTANT ITEM OF A SOLDIER'S KIT: ARMY BOOTS OF THE ALLIES—BELGIUM,

A famous great General of an earlier war replied once to a query as to the most important article of a soldier's kit: "A good pair of boots!" "And the next?" continued the questioner. "Another pair of good boots!" Different types of Army boots worn in the war to-day are illustrated above. Photograph No. 1 is the Belgian Army boot; No. 2, The British infantry regulation boot; No. 3 is the Serbian Army

boot; No. 4 is the British airman's boot; and No. 5, another photograph of the same boot, showing the warm lamb's-wool lining needed to withstand the intense cold experienced at high altitudes. No. 6 is the British "standard" boot, worn by men in training or home service, which is lighter than the regulation boot. No. 7 is the Cossack boot; No. 8 shows the sole of the Italian Army Alpini corps boot, with the

BRITAIN, SERB

peculiarly roughed
and standard boot
boot, three million
the Italian Alpini



BRITAIN, SERBIA, RUSSIA (COSSACK), ITALY, FRANCE—ALL MADE IN THIS COUNTRY.

peculiarly roughed studs in its sole, for mountain climbing; No. 9 shows the sole of the British regulation and standard boots; No. 10 shows the nail-studded sole of the Serbian boot; No. 11, the French regulation boot, three million pairs of which have been made in this country and sent over; No. 12 is a side-view of the Italian Alpini boot; No. 13, the British mounted services' boot. Northampton, the home of the British

bootmaking industry, has supplied five armies since the war began—the British, French, Belgian, Serbian, and Italian; and the coming of a Russian order is anticipated. Most difficult of all to make is the Italian boot, owing to its outside toe-case and the peculiar kind of nails required. The modern General, like those of earlier days, knows that in any campaign there is "nothing like leather."—[Photos. by Gorbald.]

BOOTS OF THE ALLIES—BELGIUM,

photograph of the same boot, showing the experienced at high altitudes. No. 6 is the ice, which is lighter than the regulation Italian Army Alpini corps boot, with the



ONE OF TURKEY'S ACCIDENTALLY MADE PRIZES: THE FRENCH SUBMARINE "TURQUOISE" IN DRY DOCK AT CONSTANTINOPLE.

In a previous issue we gave a photograph, received through a neutral source, of the French submarine "Turquoise" which, in consequence of an accident, fell into the hands of the Turks at the Dardanelles during November last) in harbour at Constantinople with, painted in Turkish characters on the fore-part of the conning-tower, the new name the Turks had given her. The above illustration is reproduced

from a German paper and gives a stern view of the "Turquoise" in dry dock at Constantinople, undergoing repairs. According to an unconfirmed report, she has since been lost. The "Turquoise" was an eight-year-old boat of 390 tons and 12 knots speed. The more recent French submarines range between 800 and 1000 tons and have a speed of 18 knots.



WHAT THE GRAND FLEET WISH THE KIELITES WOULD TRY! "A GERMAN TORPEDO-BOAT BREAKING THROUGH THE ENEMY'S LINE."

In view of the way in which the German fleet keeps anchored within the Kiel Canal, sheltering behind rows of mines, it certainly looks like playing a rather unworthy game on non-nautical readers for the German newspaper from which the above illustration is reproduced to publish a picture like this in war time, and append the description: "German Navy: Torpedo-boat breaking through the Enemy's

Line." The description is repeated in five languages under the picture—in German, Italian, French, Spanish, and English. The illustration is, on the face of it, an old one, from a photograph taken at the German naval manoeuvres some time or other. If only any German torpedo-boat would try "breaking through the enemy's line," how delighted Sir John Jellicoe's men would be!



HOW EXPLODING WAR-MINES AND THEIR CRATERS RESEMBLE VOLCANIC ERUPTIONS AND CRATERS: A VOLCANIC CRATER AND VAPOUR OUTBURST.

The similarity in appearance between the shell and land-mine craters of warfare, the gaping pits excavated by means of explosives, and the naturally formed craters of volcanoes led to the general extension of the term "crater" to the former, with the result that the name has now become established in military vocabulary. The main points of resemblance will be familiar to our readers. We have

given, in drawings and photographs, many representations of craters formed by the blowing-up of mines and the bursting of high-explosive shells. To further illustrate the resemblance between a nature-formed crater and an artificially made crater, we show on this page and that facing, photographs of eruptive effects inside a volcanic crater. They were taken on Mount Poas (or Los Votos), a constantly

(Continued opposite.)



Continued. HOW EXPLODING WAR-MINES AND THEIR CRATERS RESEMBLE VOLCANIC ERUPTIONS AND CRATERS: A VOLCANO CRATER AND OUTBURST.

active volcano of Costa Rica, in Central America—a country where volcanic eruptions and earthquakes are more or less normal phenomena of constant recurrence. In both photographs, it cannot fail to be noticed how the rising cloud of volcanic vapour might well be the smoke of a mine just exploded under an enemy's position and rising in a dense puff above the upheaved circle of the mine-crater. In a

military mine-explosion the cloud of smoke, earth, and débris first shoots up into the air, dark in colour and clearly marked in outline and in a tall and swiftly ascending column, like the up-thrust of a sword-blade. It becomes of a whitish hue rapidly, and takes then a rounded shape as it rolls away down wind, looking in general appearance, from a little distance, somewhat like a cumulus cloud in a summer sky.



WHEN A NEW BRITISH SUBMARINE IS ON HER TRIALS: HOW PASSING VESSELS ARE WA

The trial runs of new submarines are constantly taking place off the coast, and, as these have to be made on occasion in localities within the regular track of merchant and other vessels as they pass to and fro, elaborate and special regulations against accident have been laid down. "In order to minimise the risk of collision with other vessels," the Admiralty shipping instructions enjoin, "the vessel escorting the submarines will . . . display a large red flag at the mast-head. Every vessel seeing this signal should steer so as to give the

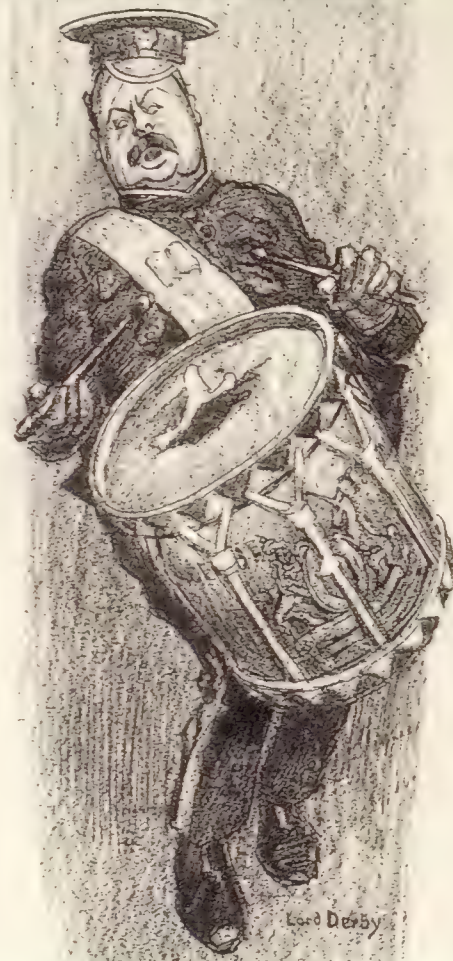
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warning is given . . .
indicated by their



TRIALS: HOW PASSING VESSELS ARE WARNED TO KEEP OUT OF THE WAY.—DRAWN BY CHARLES PEARS.

regular track of merchant and other
with other vessels," the Admiralty
signal should steer so as to give the

escorting vessel a berth of at least one mile, and also to pass astern of her. When from any cause this cannot be done, the escorting vessel should be approached at slow speed until warning is given, by flags, semaphore, or megaphone, as most convenient, of the danger-zone, a good look-out being kept meanwhile for the submarines, whose presence may be only indicated by their periscopes showing above water." Our illustration shows a new submarine, escorted by her temporary "mother ship," navigating a fairway of general traffic.



GERMANY ON 'COMPULSION': LORD DERBY AND HIS DRUM

The success of Lord Derby's recruiting scheme has very clearly proved gall and wormwood to the enemy, who, with Teutonic heaviness of hand, have tried to make capital out of it by representing the drum as broken and ineffective. The Germans will in due time realise that the Derby drum has been "spirit-stirring."



GERMANY AND THE COMPULSION BILL: "A LITTLE LATE, MY LORDS!"

By implication, although the crude sense of humour natural to the enemy does not recognise it, this caricature of British "My Lords" drilling "a little late," is hopelessly wide of the mark, as the Germans will discover quite soon enough for their peace of mind. The long teeth and the wooden pipes belong to a class of humour as archaic as the eighteenth century head-gear would be to-day. Germany has yet something to learn in humour—and other matters.



ORDS!"

At this caricature of British quite soon enough for their as the eighteenth century other matters.



ENEMY REPAIRS ON A POLISH RAILWAY DESTROYED IN THE RUSSIAN RETREAT: THE SUBSTITUTE WATER-TANKS AT LIDA STATION.

The German pioneer corps found an arduous task set them to repair the Russian railway line across Poland, so thoroughly did the retreating Russians do their work of demolition. Specimens of that may be seen on the left of the illustration in the remains of the two original tanks of the Water Tower at the Lida railway station, lying on the ground and rendered useless and beyond repair. By requisitioning

two of the largest-sized factory engine-boilers from Germany, substitutes were provided. A tall crib-work scaffolding, constructed of sleepers and logs, was built to replace the towers supporting the tanks which the Russians had levelled, to the top of which the improvised tanks were hauled up inclined beams. The photograph is reproduced from a German paper.

HOW IT WORKS: LIV.—THE MOUNTAIN GUN AND MULE TEAM.

IN mountainous districts where no roads exist it is impossible to use ordinary field artillery, simply because transport on wheels is out of the question. To meet this difficulty a light mountain-gun is used, this weapon being so designed that it can be rapidly taken to pieces and the individual parts loaded on the backs of a number of mules, varying from three, in the case of the smallest gun, to five in the larger types. The 2.95-inch q.f. mountain-gun may be taken as a good example (Figs. 1 and 4). In its case, one animal, known as the "gun-mule," carries the gun-barrel, or "chase," with its details; another, the "cradle-mule," carries the cradle, or frame, in which the gun rests when put together for action; a third animal, called the "carriage-mule," transports the gun-carriage, or trail; and the "wheel-and-axle-mule" completes the team, carrying those parts on its back (Figs. 1 and 2). A gun carried in this manner can be rapidly conveyed over rough ground to otherwise inaccessible positions, and, if advantage be taken of available cover, it generally happens that the transport of the gun can be carried out with the minimum risk of discovery by the enemy. The gun and its parts and gear can be removed from the pack-saddles, put together, and made ready for action within the space of a minute.

A gun-mule, it is a curious fact, instinctively acquires special experience during his spell in the service of the battery, which extends in some cases over a period of twenty years, and that experience on the part of the animal adds considerably to the efficiency of the battery. A well-trained mule, for example, will always select the easiest path, and in climbing a stiff gradient will sometimes, if he can get hold of a convenient scrub bush or branch for the purpose, help to pull himself up by his teeth. Again, trusting to the gunners holding on to his tail as a brake, a trained mule will, without hesitation, slide down an incline of 45 degrees. When with the 2.95-inch Q.F. Mountain Battery, the gun-mule carries a weight of

330 lb.; the cradle-mule, 300 lb.; the wheel-and-axle mule, 302 lb.; and the carriage-mule, 343 lb. These weights can be carried by the same animals all day if necessary, but it is usual to provide relief-mules, to which the loads can be transferred in half a minute as they trot up alongside for the purpose. A mule battery can often be very useful even in a level country, as it can be rapidly and secretly brought into action along a ditch (Fig. 3) or a foot-path through a plantation where such a course would be impracticable with a battery on wheels. In exceptional cases, when the mules cannot safely get up to a difficult position, the gunners themselves can turn to in their place and carry the various parts of each

gun in a battery to the desired point, so as to come into action without delay.

When a battery is travelling by road, the guns are put together and their carriages fitted with a pair of shafts each, so that they can be drawn in the usual manner instead of being carried on the backs of the mules.

The 2.95 q.f. mountain-gun (Fig. 4) consists of a trail and carriage (A) supported on its road wheels (B). Resting on the carriage is a cradle (C) in the form of a cylinder which encloses the gun-barrel, or "chase" (D). To the cradle (C) are attached a pair of piston-rods (E) which carry recoil-controlling pistons within the recoil cylinders (F), the latter cylinders being rigidly fixed to the carriage (A). A column (G) is attached to the

cradle (C) to carry the "sight" of the gun. Eye-bolts (H H) are provided by means of which the "cradle" and the "chase" are secured to the pack-saddles for transport. In the Vickers-Maxim mountain-gun the trail is divided into three pieces, so that one or both of the after-parts can be removed when it is desired to use the gun in a cramped position.

The shell fired by the British 2.95 q.f.-gun weighs about 13 lb.; that of the Krupp gun of the same calibre, 14.3 lb. There is, in addition, a Krupp mountain-howitzer carried by twelve mules which weighs just over a ton and fires a 27-lb. shell.

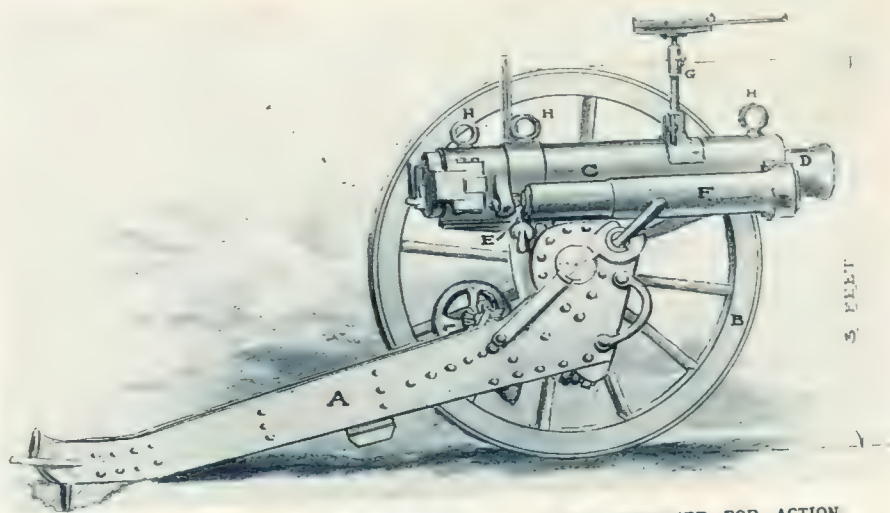
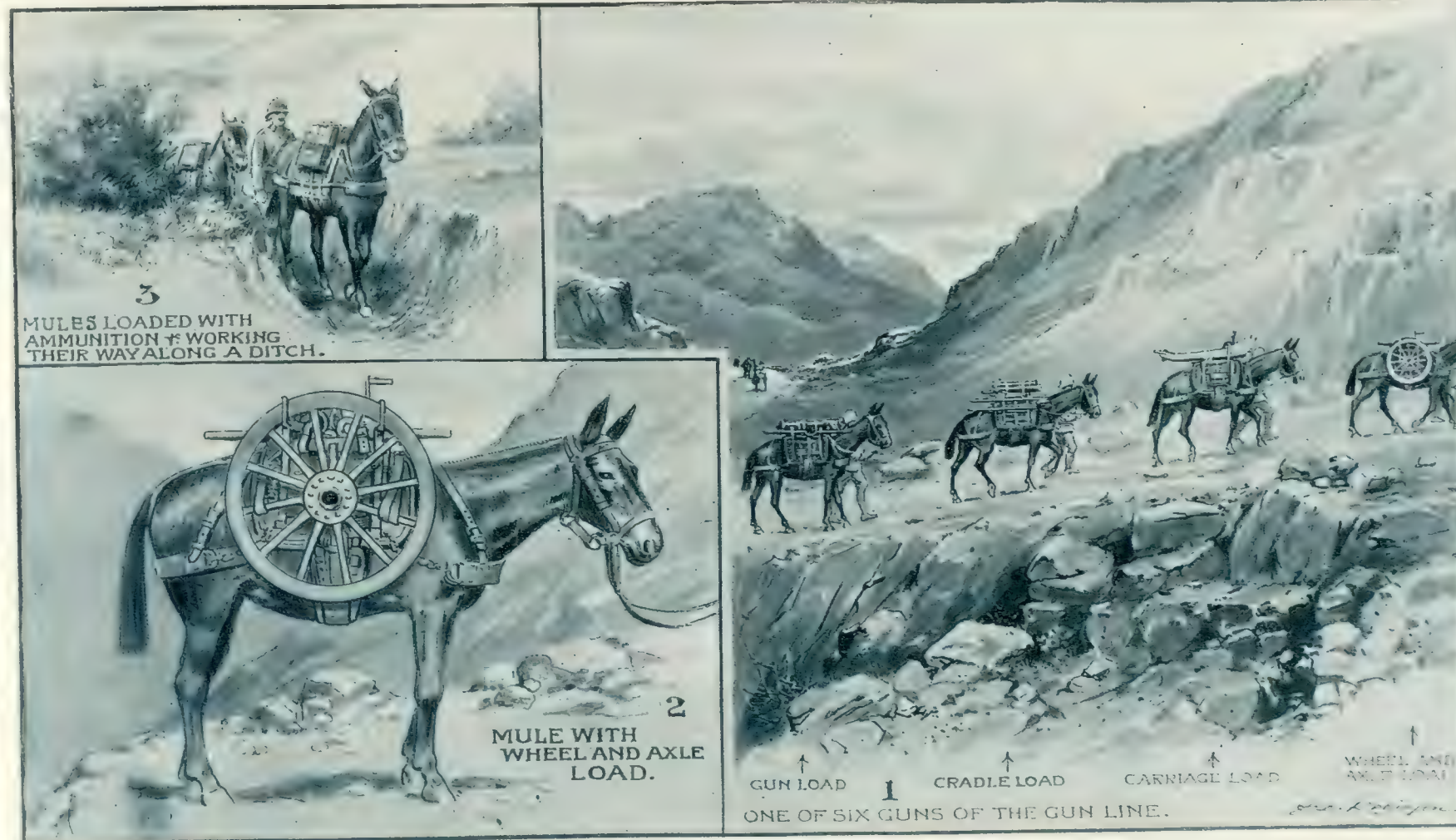


FIG. 4.—DETAILS OF A 2.95 MOUNTAIN GUN AS PUT TOGETHER FOR ACTION.
For convenience in making the diagram clear, the near wheel of the gun-carriage does not appear. The second recoil-cylinder is on the further side of the gun-barrel, and is consequently not visible in the diagram.



HOW IT WORKS: LIV.—THE MOUNTAIN BATTERY MULE-TEAM.

"Pack Artillery" is another name for Mountain Artillery, the meaning of which is explained by the illustration above. A mountain battery is divided into a "Gun Line" and an "Ammunition Line." Six guns and twelve ammunition-mules form the "Gun Line." The "Ammunition Line" establishment consists of thirty-six mules which bear the ammunition. There are about the same number of relief

mules and mules carrying stores, etc. Fig. 1 shows the order of a sub-section of a "gun line" when on the march in "Column of Sub-sections." Four miles an hour is the normal rate of marching, with intermittent trotting for short distances. Where road space permits of two sub-sections marching abreast, "Column of Sections" is usual; and in open ground, "Battery Column."



WITH THE HIGH ALTAR SAND-BAGGED AGAINST GERMAN SHELLS : SOISSONS CATHEDRAL.
The Cathedral at Soissons has not suffered so much as the town. The destruction there has been compared by Pierre Loti with the doings of the Germans at Pekin. "Here," he writes, "the poor chattels which . . . are lying among the ruins, are more familiar to us, and the sight more painfully wrings our hearts."—[French Army Official Photograph; supplied by Newspaper Illustrations.]



RUINS AT RHEIMS: "THE UTTER WRECKAGE OF THE ARCHBISHOP'S PALACE."
Irreparable as is the damage to Rheims Cathedral, the surrounding buildings have suffered even more severely. In "France At War," Mr. Rudyard Kipling says: "The Cathedral . . . peers upward, maimed and blinded, from out of the utter wreckage of the Archbishop's palace on the one side and dust-heaps of crumbled houses on the other."—[French Army Official Photograph; supplied by Newspaper Illustrations.]



BISHOP'S PALACE." have suffered even more. . peers upward, maimed one side and dust-heaps Newspaper Illustrations.]



RHEIMS CATHEDRAL TO-DAY : THE SMALL DOOR IN THE NORTH TOWER (FROM WITHIN). Our readers will remember that in our last Number a recent visit to Rheims was described by Mr. Frank Hedges Butler. "The Cathedral," he writes, "is still standing, with its fine stone roof, huge walls, and two towers, so that it can be restored. The two organs, pulpit, paintings, clock, statues, and chapels are untouched, and most of the beautiful stained glass remains. Half of the celebrated rose-



RHEIMS CATHEDRAL TO-DAY : THE INTERIOR—SHOWING THE GREAT ROSE WINDOW. window is left. Thousands of pigeons make the Cathedral their home, and fly backwards and forwards, entering through the broken windows." It was early in September 1914 that the first German shell struck the Cathedral, and it has been often bombarded since. The porticoes have been partially buttressed with sand-bags.—[French Army Official Photographs; supplied by Newspaper Illustrations.]

Little Lives of Great Men.

LV.—KING NICHOLAS.

THE King of Montenegro, on whom the hand of German tyranny has fallen with exceptional severity, has long been one of the most respected Princes in Europe. Whatever may be the truth about his present unfortunate plight, there can be but one desire among the civilised Powers—to see him reinstated in his possessions. The Montenegrin dynasty, the house of Petrovitch Niegoch, is descended from Prince-Bishop Danilo Petrovitch of Niegoch, first of the present reigning family and successor of the Prince-Bishops of Cetinje, who were celibates and who usually chose a nephew as their heir. This Danilo began to reign in 1696. Danilo I., who was assassinated in 1860, was the uncle of the present King, who succeeded as Hereditary Prince on Aug. 14 of that year. Soon after his accession Prince Nicholas, who was born in 1841, found himself in the thick of troubles, and in 1862 Montenegro was at war with Turkey. The Prince's father, Mirko, made a heroic defence of Ostrog, but the war was disastrous to the Principality, and severe terms were imposed upon it by the Treaty of Scutari. There was peace for the next fourteen years, and, although the country of the Black Mountain suffered much from pestilence and famine, Prince Nicholas carried out many important reforms. He reorganised the army, and introduced an educational system. He also gave Montenegro the beginnings of a constitution, by surrendering to the Senate certain prerogatives of the Principate. In 1869 he kept his people out of war with Austria; but



AT HIS PALACE IN CETINJE: KING NICHOLAS OF MONTENEGRO—
IN NATIONAL COSTUME.

in 1875 he made an alliance with Prince Milan of Serbia, declared war on Turkey, and invaded Herzegovina. The hostilities were suspended in an inconclusive armistice; but next spring the Montenegrins renewed the war, and Prince Nicholas recaptured from the Turk Nikschitch, Antivari, and Dulcigno. Complicated negotiations after the Berlin Conference at length secured independence for Montenegro, and from 1880 until 1912 she enjoyed peace, broken only by some minor frontier struggles. In Nicholas the gallant little country had a popular and enlightened ruler, who did much for Montenegrin progress and prosperity. He was at one time the fountain of justice, and to him, in the Homeric manner, "men resorted for law," as he sat under the judicial tree. His life and rule were patriarchal and of a charming simplicity. In 1900 Prince Nicholas assumed the title of Royal Highness, and in 1910, on the assembling of the first Montenegrin Parliament at Cetinje, he assumed the title of King. In 1896 Nicholas's third daughter, Princess Helen, was married to the Crown Prince of Italy, now King Victor Emmanuel III. The Queen of Montenegro is Milena, daughter of the Voyerod Peter Vukotech. She was married in 1860. The family numbers three sons and six daughters. The Princesses have so married into royal houses that King Nicholas is known as the father-in-law of Europe. His Majesty's star is not for the moment in the ascendant, but with the ultimate success of the Allied arms he must still have a future. He, with Prince and Princess Danilo and Prince Peter, has joined the Queen and Princesses at Lyons.

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A SOLID SUBSTITUTE FOR TENTS: A SERBIAN OFFICER'S MUD-HUT ROOFED WITH TWIGS IN TRENCHES ON THE BULGARIAN FRONT.

The lull in the fighting in the Balkans has been utilised by the Serbians in reorganising their forces which escaped from the enemy's grasp, after making so heroic a struggle against overwhelming odds. In a recent message from Salonika to the "Petit Journal," the Serbian Minister of War, General Boyovitch, was reported to have said: "We Serbians in two months will offer the Allies an army of

100,000 men, reorganised and in excellent spirits. The landing of the Italian expeditionary corps in Albania will have fortunate consequences for the Serbians, who, however, will not, it is believed, be able to maintain themselves long in Albania." The photograph shows a hut built of mud and covered with twigs used by a Serbian Major in trenches on the Bulgarian front.



"WAR NOW A GRUBBING KIND OF BUSINESS": GERMAN SOLDIERS IN TRAINING NEAR BERLIN PRACTISE MAKING BOMB-PROOF DUG-OUTS.

Describing, in a letter home, his impressions of trench-warfare, a British artillery officer on the Western front recently wrote: "The stern pursuit of war has been robbed of all its fascinations by the spectacled savages who have spent the last half-century in the counting-house, the laboratory, and the cellar preparing to destroy the humanities of civilisation. War is now a grubbing kind of business." The

photograph shows how German recruits, destined to replace those who fall at the front, are trained at home in the art of digging deep and solidly constructed underground shelters. The phrase, "a grubbing kind of business," seems peculiarly applicable to the laborious spade-work in which they are engaged, for all the world like a gang of quarrymen.—[Photo. by St. Stephen's Bureau.]



"TO-DAY THE HEADQUARTERS OF THE GERMAN ARMY IN THE BALKANS": NISH—GERMANS SHOWN OVER THE CATHEDRAL BY A PRIEST.

The old Serbian city of Nish has recently sprung prominently into public notice from the historic banquet attended by the Kaiser and King Ferdinand, and the extraordinarily interesting account of it by the "Daily Mail" correspondent who succeeded in obtaining a place at one of the tables. "Nish," he writes, "is the headquarters of the German, not the Austrian, army in the Balkans, and is a vast

arsenal full to repletion with munitions of war, and especially shells for big guns and the guns themselves. . . . Nish seems already to have settled down to a comparatively contented frame of mind. As far as I could see, very little damage was done. . . . The German soldiers are spending money freely." On the right are the seats of the Serbian Royal Family.—[Photo. by Newspaper Illustrations.]

DUG-OUTS.

front, are trained at the phrase, "a grubbing which they are engaged,



STAR-SHELLS AS INCENDIARY PROJECTILES! STAMPING OUT BLAZING BRUSHWOOD FIRED BY THE ENEMY AS A TRAP.

In the above sketch sent to us from the front we have an instance of a cunning nocturnal trick to which the Germans have had recourse during the trench-warfare in certain localities where the country was wooded. It does not always effect its purpose—for one reason, in consequence of the widespread destruction of small timber over wide areas along the front. "The Boches," writes the sender of the

sketch in an explanatory note, "used purposely to throw their star-shells over our trenches into the woods behind so as to cause fires, which they knew we would have to put out. In so doing we were forced to expose ourselves, and the Boches would at once open rapid fire on the 'extinguishing party.'" Happily, the war game is not so often won by tricks as by Honours.



A SKETCH FROM THE FRONT: HANDING-IN TRENCH REPORTS ON RETURN FROM DUTY—AN EVERY-DAY INCIDENT.

Trench reports are ordinarily a matter of everyday army routine, prosaic business returns on the face of them, chronicling incidents that have happened between reliefs, casualties, and so forth; yet, reading between the lines, for those who know the circumstances behind many a baldly recorded fact, the plain statements are often instinct with memories of brave deeds. Their delivery by the officers concerned

to their superiors is a matter of form, very much as in peace time the officers on daily duty in the military stations and garrisons all over the world where British troops are quartered hand in on relief reports of service details and any special occurrence taken cognisance of during their tours of duty. In time of war, crude phrases may veil unsuspected heroism.—[A Sketch by an Officer.]



WAR, LIKE BAD WEATHER, GOOD FOR DUCKS! A GERMAN SHELL-CRATER IN A SERBIAN VILLAGE BECOME A DUCK-POND.

"Fine weather for ducks" is a common phrase during a downpour of rain; and similarly a rain of shells, as our photograph shows, may prove a boon to the birds that profit by the misfortunes of their owners. The scene here illustrated is a road in the village of Aleksinac, in Serbia, where a pond has been formed in the crater of exploded German shells, apparently extending the waters of a small stream

across which, in the background of the picture, is seen a rough wooden foot-bridge. "The inhabitants of the village have fled," says the description furnished with the photograph, "and the ducks find the newly and quickly made ponds a great boon." Many of the Serbian refugees carried their live stock with them; but the transport of ducks, no doubt, presents special difficulties!—[Photo. Newspaper Illu-

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ENJOYING A WASH AND BRUSH-UP BEHIND GABIONS: CEMENT-BUILT LAVATORIES FOR THE TROOPS ON THE WESTERN FRONT.

Cleanliness is an essential element in the maintenance of health among the troops at the front, and the arrangements for making it possible in the trenches are now, of course, much better than at first. Not only bathing-establishments, such as we have often illustrated, are provided, but also facilities for washing in the less comprehensive sense, in the shape of lavatories constructed of cement, and well

protected from the enemy's fire. The shelter in this case is formed of gabions, or cylindrical baskets filled with earth and stones, which are much used by the French for defensive purposes. "The complete absence of all epidemic disease in the French Army," wrote Mr. H. Warner Allen recently, "shows how well the High Command has looked after sanitation and personal cleanliness."—[Photo. by Newspaper Illus.]

POND.

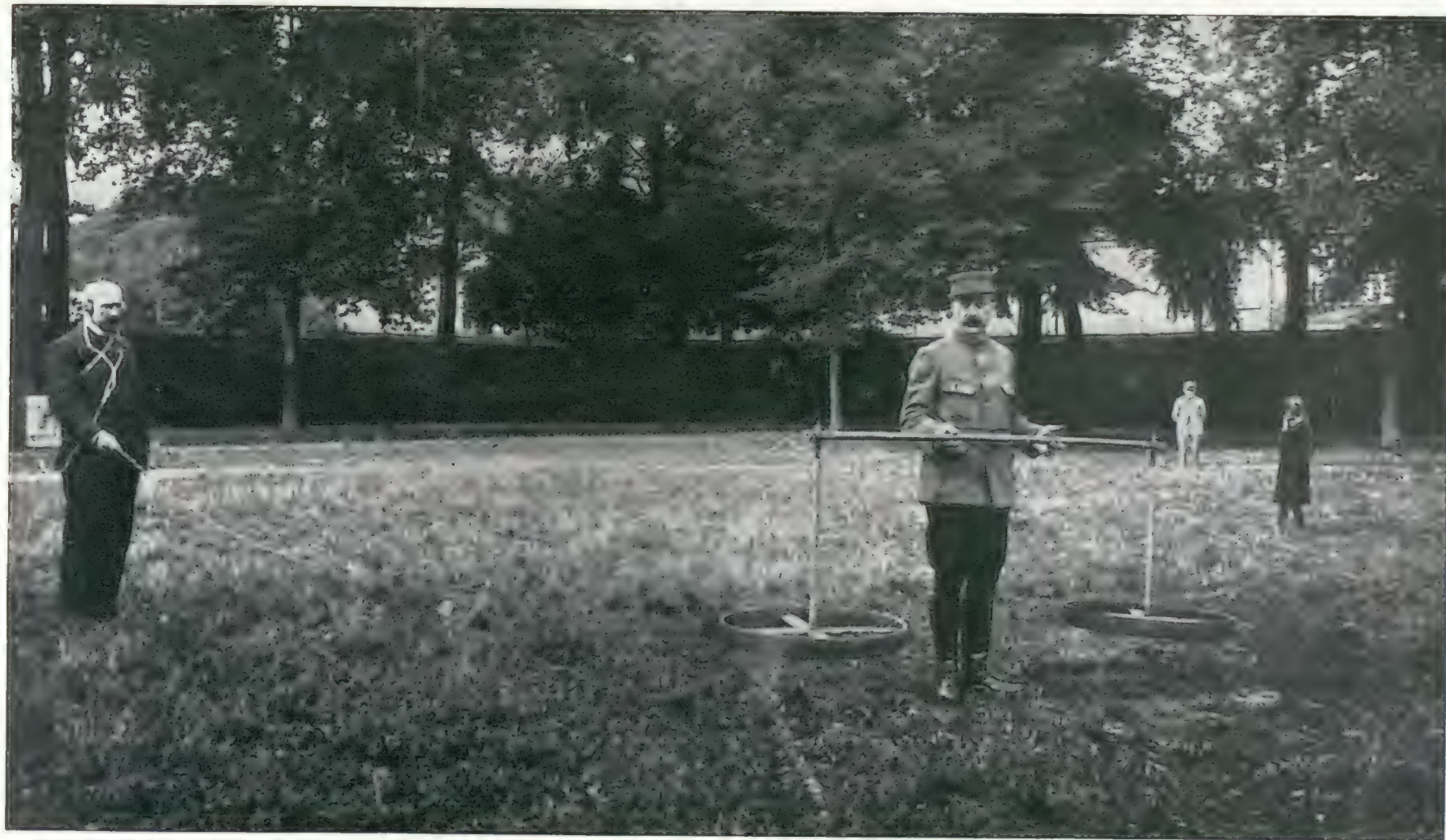
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Photo. Newspaper Illus.]



SEA-LION CUBS: A DRAFT OF TRAINING-SHIP LADS LEAVING THE DEPÔT-SHIP TO JOIN THE FLEET.

A continuous stream of lads has been sent out to the fleet during the war from the sea-service training establishments. The regular naval training-ships at the dockyard ports are the main sources of supply, but large additions have come from other institutions, such as the Greenwich Hospital School and the school-ships established at the great seaports, in the Mersey, Clyde, Tyne, Southampton Water, and the

Thames, where the "Warspite," "Arethusa," and "Exmouth" are familiar to Londoners. The sketch shows a draft of lads who have completed their training at a naval base leaving the depôt-ship for distribution among ships of the fleet. They go off in their best rig-out and wildly enthusiastic, receiving the heartiest of send-offs from their mates whose turn will come later.



DETECTING UNEXPLODED, EMBEDDED SHELLS, WHICH ENDANGER FRENCH FIELD-WORKERS; THE INDUCTION-BALANCE INSTRUMENT AT WORK.

A daily danger exists in agricultural districts of France where fighting has taken place in the shape of shells embedded without bursting at small depths underground at which a spade or plough can reach them and cause explosions on contact. Many field labourers, it is stated, have so lost their lives. To detect these death-traps, an ingenious instrument, an electrical induction-balance, has been devised by

Professor C. Gutton, of Nancy, and proved successful. One man carries it over suspected ground followed by another wearing on his ears telephonic receiver-pads and carrying an electric battery connected by wire with the detective "finder." When above a buried shell or large metal fragment, two induction-coils in the balance actuate a vibrating spring causing a sharp sound.—[Photo. by Beyer.]

to Londoners. The sketch
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LABOURING FOR THE ALLIES AT SALONIKA: 250 WORKMEN, CHIEFLY SERBIAN REFUGEES, DRAGGING A TREE TO MAKE A DAM.

Some 10,000 Serbian refugees, it has been stated, came southward into the province of Salonika when the Serbian Army retreated, while about half a million went westward to Albania. Many of those who came to Salonika, as well as Greek workmen, have been employed by the Allied armies in work connected with the defences. Towards the east end of the position there is a chain of lakes, and the ground is

marshy. "Roughly speaking, the Allies' lines," writes Mr. James Dunn, "extend in a wide semi-circle from the River Vardar to the Gulf of Orphanos, making a sweep of about fifty miles, whereof nearly half is naturally defended by Lakes Langaza and Beshik. This arc is surrounded by a broad valley, very morassy in some parts."—[Official Photograph supplied by C.N. Crown Copyright Reserved.]



A BRITISH "CATERPILLAR" TRACTOR HAULING A HEAVY GUN IN SALONIKA: A "GREAT MECHANICAL MONSTER" IN THE CROWDED TRAFFIC.

Heavy artillery is landed at Salonika from transports moored alongside the quay, and passes thence through the town to the Allied positions beyond. Describing the scene in the streets of Salonika, a "Times" correspondent says: "It is essentially a military crowd, and yet the civilian is not wanting—Christian, Jew, and Turk. . . . Among all this crowd of foot-passengers moves the wheeled traffic,

almost more disconcerting in its strange anomalies and infinite variety. . . . In a sort of orderly disorder this varied traffic passes and repasses, bumping and squeezing, now backing into a side street to let some great mechanical monster go by." The "caterpillar" wheels of the tractor are designed for crossing rough and heavy ground.—[Official Photograph supplied by C.N. Crown Copyright Reserved.]

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Copyright Reserved.]



"BENEFICIARIES BY THE WAR": GREEK LABOURERS NEAR SALONIKA, EMPLOYED BY THE BRITISH, GATHERING STONES FOR ROAD-MAKING

The inhabitants of Salonika and the surrounding district have benefited largely by the presence of the Allies. Shop-keepers in the town have reaped a golden harvest, and quite an army of Greek labourers have been employed by the British, at 4 francs a day, for road-making. Some are seen above gathering stones from a dry river-bed for this purpose. In a recent description, Mr. G. Ward Price speaks of

"long caravans of Greek labourers, marshalled under their own headmen—beneficiaries these, instead of sufferers, by the war, for a day's wage is awaiting for every one, from boys of 13 to grey-beards of 60, who can shovel mud and lay stones to make the roads which the Allied Army needs. . . . Motley gangs of Greek labourers are engaged almost wherever you look in building new roads or repairing old

(Continued opposite)



ROAD-MAKING.

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GREEK BOYS, WORKING UNDER A BRITISH PRIVATE AT SALONIKA, FILLING SACKS WITH STONES FOR USE IN MAKING ROADS.

[Continued.]

Hundreds of Greek boys have been employed, at 1 franc a day, to pick up stones. They are in charge of a British private, who shouts his orders in English, and seems to find no difficulty in making them understand what he wants them to do. He marches them in column formation from place to place. Evidently the Greek boys enjoy the novelty of the experience. Writing generally of

the ubiquitous British soldier at Salonika, a "Times" correspondent says: "Though his linguistic thunderbolts are hurled with freedom, and generally strike home, his good-nature seems everlasting. . . . To the women [refugees] he shows a much-appreciated deference; to the children kindness and even affection."—[Official Photographs supplied by C.N. Crown Copyright Reserved.]



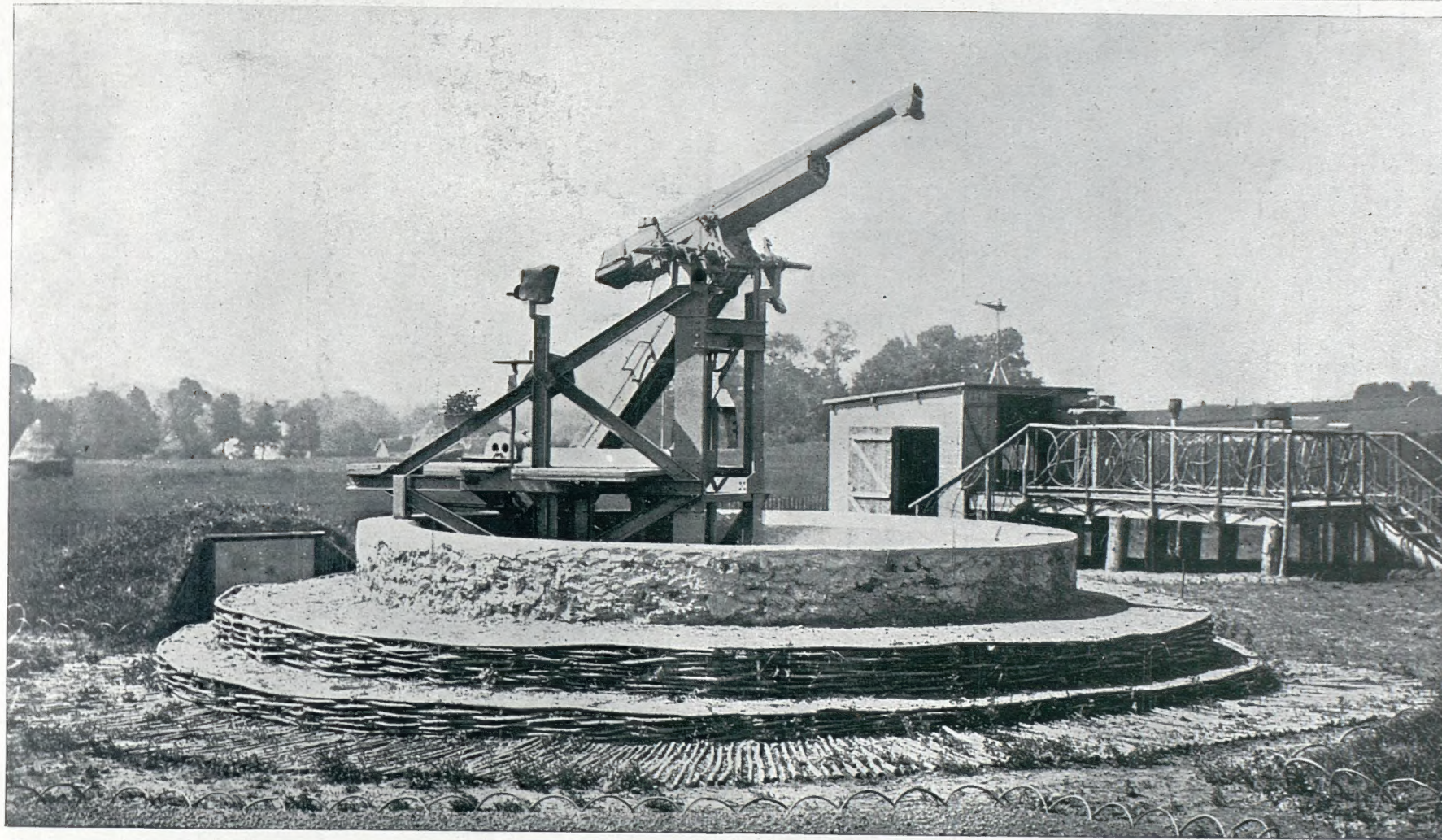
ZEPPELIN RAIDS ON PARIS: HER AIR-DEFENCES—A MACHINE-GUN.

The recent Zeppelin raids on Paris have renewed interest in the anti-aircraft defences of that city, which were thought to render it practically immune from further attack. As it was, the French anti-aircraft guns and aeroplanes were baffled by the mist that overhung Paris. Although these photographs have been published before, we think it worth while to repeat them now. That on the left shows a revolving



AIR-DEFENCES OF PARIS: ONE OF THE MICROPHONE LISTENING-POSTS.

anti-aircraft machine-gun used in the defences of Paris, that on the right an apparatus at a listening-post. The four big horns gather up almost the slightest sounds from the air, and magnify them by a microphone, on a principle that might be called that of a reversed megaphone. No aircraft can approach the spot unheard.—[Official Photographs issued by the French War Office. Supplied by Sport and General.]



ONE OF THE DEFENCES OF PARIS AGAINST ZEPPELIN RAIDS: AN ANTI-AIRCRAFT GUN ON A REVOLVING PLATFORM.

Paris, which had been immune from air-raids for about ten months, was visited by a Zeppelin about 10 o'clock on the night of Saturday, January 29. Thirteen bombs were dropped, and it was stated that 26 people were killed, including a number of women and children, and 32 were injured. Several houses were destroyed. Another raid took place on the following night. "It is officially announced," said

a Reuter message of the 31st, "that a German airship appeared over Paris shortly after ten o'clock last evening. It was fired upon by batteries and was attacked by aeroplanes. The airship dropped a number of bombs, which, so far as is known, did no damage. At 11.15 p.m. the alarm was over, and lights were again turned on."—[Official Photograph by the French War Office. Supplied by Sport and General.]



BRITISH WOMEN GOING TO HELP REFUGEES IN RUSSIA: THE WOMEN'S MATERNITY UNIT AT KING'S CROSS LEAVING FOR PETROGRAD.

The Women's Maternity Unit was organised by the National Union of Women's Suffrage Societies for rendering aid to refugees in Russia. They left King's Cross on their journey to Petrograd on Saturday, January 29. Two members of the party have been doing Red Cross work in Serbia, where, it will be remembered, numbers of British women have done splendid service in the hospitals, and have shared

in the perils and hardships of the great retreat. How great is the need for help among the refugees in Russia may be gathered from an article in a recent "Russian Supplement" of the "Times." "In September," we read, "when half a million fugitives poured into Smolensk province, in Roslavi alone, a small town with a population of 30,000 inhabitants, there were congested over 100,000 souls."—[Photo. G.P.U.]